

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 5873

一九零八年九月九日

MONDAY, SEPTEMBER 14, 1908.

一月九日

\$3.00 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000

RESERVE FUNDS 15,103,000

Head Office—YOKOHAMA

Branches and Agencies:

TOKIO. CHEFOO.
KOBE. TIENSIN.
OSAKA. PEKIN.
NAGASAKI. NEWCHWANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIOYANG.
HONOLULU. MUKDEN.
BOMBAY. TIZ-LING.
SHANGHAI. CHANG-CHUN.
HANKOW.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposit—

For 12 months 5% p.a.

" 6 " 4%

" 3 " 3%

TAKEO TAKAMICHI,
Manager.

Hongkong, 11th September, 1908. [23]

DEUTSCH ASIATISCHE BANK

CAPITAL FULLY PAID-UP—Sh. Taels 3,500,00

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin Calcutta Hamburg Hankow
Koblenz Peking Singapore Tientsin
Tianhsu Tsinling Yokohama

FOUNDED BY THE FOLLOWING BANKS AND
BANKERS:

Koenigliche Seehandlung (Preussische
Staatsbank) Direction der Disconto-Gesellschaft

Deutsche Bank S. Bleichroeder Berlin
Berlin Handels-Gesellschaft

Bank für Handel und Industrie
Robert Warthauser & Co.

Mendelsohn & Co.
M. A. von Rothschild & Soehne Frankfurt
Jacob S. H. Stern A.M.
Norddeutsche Bank in Hamburg, Hamburg
Sal. Oppenheim Jr. & Co., Koenig

Bayrische Hypotheken und Wechselbank
Muenchen.

LONDON BANKERS:
Mossis. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITH'S BANK
LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIREKTION DER DISCONTO GESELLSCHAFT

INTEREST allowed on Current Account,
DEPOSITS received on terms which may be
laid on application. Every description of
Banking and Exchange business transacted.

A. KOEHN,
Manager.

Hongkong, 4th December, 1907. [30]

NEEDERLANDSche HANDEL
MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824

Paid-up Capital Fl. 45,000,000 (L3,750,000)
Reserve Fund Fl. 5,752,844.84
(about £479,407)

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BANCHES—Singapore, Penang, Shanghai,
Rangoon, Samarang, Sourabaya, Cherbon,
Tegal, Pecalongan, Pascoean, Tjilatap,
Padang, Medan (Del), Palembang, Kota
Radja (Aches), Bandjermasino.

Correspondents at Macassar, Bombay, Colom
bol, Madras, Pondicherry, Calcutta, Bang
kok, Saigon, Haiphong, Hanoi, Amoy,
Yokohama, Kobe, Melbourne, Sydney,
New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

THE Bank buys and sells and receives for
collection Bills of Exchange, issues
letters of credit on its Branches and cor
respondents in the East, on the Continent, in
Great Britain, America, and Australia, and
transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily
balances.

Fixed Deposits 12 months 4% per annum.

Do. 6 do. 3% do.

Do. 3 do. 3% do.

J. L. VAN HOUTEN,
Agent.

Hongkong, 16th July 1908. [35]

THE GRAND CARLTON HOTEL

8 & 10, Ice House Road

WILL OPEN SHORTLY.

40 LARGE and AIRY ROOMS.

Elegantly Furnished.

For further particulars, apply
to the Manager.

1901

MANAGER,
Kowloon Hotel.

Banks.

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000

RESERVE FUNDS \$15,000,000

Sterling \$15,000,000 at 2% = \$15,000,000

Silver \$15,000,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:

E. Shallim, Esq.—Chairman.

Hon. Mr. W. J. Gruson—Deputy Chairman.

E. G. Barrett, Esq. O. R. Lehmann, Esq.

O. G. R. Brodersen, Esq. R. Shaw, Esq.

G. Friesland, Esq. Hon. Mr. H. A. W.

C. S. Gubbay, Esq. Slade.

W. Helm, Esq. H. E. Tomkins, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH

MANAGER:

Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2% per cent. per Annum.

For 6 months, 3% per cent. per Annum.

For 12 months, 4% per cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 22nd August, 1908. [14]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI, MOJI & KOBE...	{ ORIENTAL Capt. A. L. Valentini ...	About 17th Sept.	Freight and Passage.
LONDON, &c., via usual Ports	MALTA Capt. H. Powell	19th Sept.	See Special Noon.

For Further Particulars, apply to

F. J. ABBOTT,

Acting Superintendent.

Hongkong, 5th September, 1908. [7]

Intimations.

LANE, CRAWFORD & CO.

HONGKONG SAVINGS BANK.

The Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 2% PER
CENT. per annum.

Depositors may transfer at their option
balances of £100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,

J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1908. [18]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853

HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000

RESERVE FUND £1,525,000

RESERVE LIABILITIES OF PROPRIETORS
TOTS £1,200,000

INTEREST ALLOWED on CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balance.

On Fixed Deposits for 12 months, 4% per cent.

" 6 " 3%

" 3 " 2%

" 1 " 1%

JOHN ARMSTRONG,
Manager.

Hongkong, 13th May, 1908. [29]

INTERNATIONAL BANKING
CORPORATION.

CAPITAL PAID-UP GOLD \$3,500,000

ABOUT MEX \$7,222,222

RESERVE FUND GOLD \$3,500,000

ABOUT MEX \$7,222,222

HEAD OFFICE:

to WALL STREET, NEW YORK.

LONDON OFFICE:

THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account at the
rate of 2% per annum on daily balances and ac
cepts Fixed Deposits at the following rates—

For 12 months, 4% per cent. per annum.

6 " 4 " "

3 " 3 " "

1 " 1 " "

No. 9, Queen's Road Central,
Hongkong.

W. M. ANDERSON,
Manager.

Hongkong, 8th April, 1908. [25]

INTERNATIONAL SLEEPING CAR and

EXPRESS TRAINS CO.

(THE

GREAT TRANS-SIBERIAN ROUTE

TO EUROPE.)

Shirts.

Outfitters.

W. B. Corsets.

Ladies' Shoes.

Embroidered Linen and Swatow

Drawn Work, &c.

Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINE.

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	{ "PRINZ WALDEMAR" Capt. W. v. Soden	About FRIDAY, 18th September.
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP, and BREMEN	{ "PRINZ EITEL FRIEDRICH" Capt. E. Malchow	WEDNESDAY, Noon, 23rd September.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	{ "ZIETEN" Capt. F. Frosch	About WEDNESDAY, 23rd September.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY, and MELBOURNE	{ "PRINZ WALDEMAR" Capt. W. v. Soden	THURSDAY, Noon, 8th October
KUDAT and SANDAKAN	{ "BORN-O" Capt. F. Sembill	Middle of October.

For further particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 12th September, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL
TO and FROM JAPAN via SHANGHAI.

FOR STEAMERS CAPTAINS TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA ... CALEDONIEN Marti 28th Sept., P.M.
MARSEILLES, VIA PORTS ERNEST SIMONS Girard 29th Sept., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA ... POLYNESIEN Broc 12th Oct., P.M.
MARSEILLES, VIA PORTS VILLE DE LA CIOTAT... Broc 13th Oct., at 1 P.M.
Transhipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.
Through Tickets to London via Paris from £71.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. NALIN,

ACTING AGENT,

QUEEN'S BUILDINGS.

Hongkong, 14th September, 1908.

[14]

CHARGEURS RÉUNIS.

FRENCH STEAMSHIP CO.—HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

Outward: ANTWERP, DUNKIRK, LA PALLICE, MARSEILLES, GENOA, NAPLES, COLOMBO, VIA SUEZ, SINGAPORE, HONGKONG, CHIN-WANTAO (Peking, Tientsin), KOBE, YOKOHAMA.

GENOA TO HONGKONG IN 30 DAYS.

NAPLES

29

Unique opportunity to make a tour in North-China and Japan with the Greatest Speed, Safety and Comfort.

Transpacific: VICTORIA (B.C.) VANCOUVER, SEATTLE, SAN FRANCISCO, Connecting with the Canadian Pacific Railway.

FREIGHT TO OVERLAND PASSENGERS TO OVERLAND and EUROPE, via VANCOUVER.

YOKOHAMA—VANCOUVER, 13 DAYS.

LONDON and PARIS ... 15

Homeward: MEXICO, RIVER PLATE, BRAZIL, LA PALLICE, LIVERPOOL, VIA MAGELLAN STRAITS.

Proposed Sailings:

1 QUESSANT 17th Sept. 1 CEYLAN 26th Nov.
* AMIRAL ORLY 12th Oct. 1 CORSE 11th Jan., 1909.

* New Twin Screw 16,000 Tons displacement, 1st class accommodation, splendidly equipped with single berth cabins.

* Intermediate class and rates of passage.

All round the world ticket by these boats, &c.

For further particulars, apply to

P. NALIN, FRENCH MAIL OFFICE.

Hongkong, 10th September, 1908.

[460]

WEST RIVER BRITISH STEAMSHIP COMPANIES.

10:

HONGKONG-WUHOW LINE.

THE Steamers "LINTAN" and "SAN-UL" sail from HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILIRATING.

For further information apply to BUTTERFIELD & SWIRE,
AGENTS,
WEST RIVER BRITISH STEAMSHIP COMPANIES.

Established 18th March, 1908.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft; bottom 45.5 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 500, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. O. 4th and 5th Edt.

Liebers, Bootz, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

DRINK CURES.

ANCIENT AND MODERN REMEDIES.

SHOWER BATHS, FLOGGING, AND SURGICAL OPERATIONS.

Some interesting particulars of the curious methods adopted in ancient and modern times to teach topon temperance were given at the Public Health Congress the other day by Dr. Lauran-Brown, of St. John's Hospital, the Lock Hospital, and the Central London Throat Hospital.

There is no country from China to Peru or from Iceland to Cape Horn, remarked Dr. Brown, in his comprehensive historical address, but has some kind of representation of Bacchus, the God of Wine. He has existed in all countries and in all times. In Corea, in Babylonia, in Arabia, in Egypt, and in every country of Europe, he has been advocated as the jovial god, of corn and wine, the bountiful dispenser of the water of life. It is to these gods that we must ascribe the origin of what are known as 'drinking habits.' Many classical illustrations can be produced of regal banquets indicating the link between the gods and their earthly representatives through this 'visible spirit of wine.' Then the commercial spirit in its turn usurped these religious and classical devotion, and fostered a tendency towards a state of degeneration in the establishment of public wine houses. The first historical admonition to those who 'tarried too long at the wine' dates back far beyond the time of Solomon to the year 3566 B.C. The harmful effects of over-indulgence soon led to the search for means of avoiding that, and efforts were made to discover how to keep well and strong against drink, and how to get well quickly after any moderate use of wine or other strong liquor.

The Arabians were the first, he thought, to suggest the gold cure for inebriety. It was at best a quack remedy, but it has its modern revivals.

One writer gives an explanation of how it was applied. 'Gold,' says he, 'that was brought in a place to do a shrewd turn, wash it well, and sprinkle those to be cured with the water. The quack kept the gold and gave the patient the water.' (Laughter.) Notwithstanding all these preventive measures, a certain proportion of the population could

NEVER REY'S THE INFLUENCES of strong drink. For the condition of drunkenness they resorted to emetics, pick-me-ups, evaporating lotions for the head, baths—shower baths particularly. The shower bath was Sam-Weller's method of dispelling the effect of an evening's conviviality at Bury, and making him feel less like a 'walking brandy bottle in the morning.' (Laughter.) He simply put his head under a water pump and got a boy to work the pump. The Greeks had a notion that they could kill drink by drinking, just as they could prevent hydrophobia by taking some of the hairs from the tail of the dog that had inflicted the bite and previously burning them to ashes, administering them to the victim in a large bumper of good old wine. (Laughter.) Surgical operations were even tried, and the blistering iron was a favourite treatment for over-drinking. All these remedies failed because they did not take individuality into account. Science has not made all men equally strong in the power of resistance to evil influences, and no device for remedying drunkenness has to reckon with the Jerry-built man—the man with a tendency to indulge in too much 'riot,' and who becomes a nuisance and a danger to himself and to society, not by reason of the cup, but of consequences which arise therefrom. (Hear, hear.) So we have the introduction of legislation as a consequence of evil doing. How far it has resulted in a cure of drunkenness we may look back to the past for some instruction and guidance. In Egypt the drunken man was caught and summarily flogged.

MERCILESSLY AND IGNORINOSLY: If ever there was a temperance reformer distinguished for thoroughness, it was Lycurgus. He cut off the legs of drunkards, and destroyed all the vines he could. Solon, the law-giver, condemned an Archon to death for drunkenness, and the Senate of Acreopagus had early closing Acts, and punished people that stopped too long at the wine bar. Pittacus, the sage of Mytilene, inflicted double punishments for crimes committed in drink. These laws seem to have been very effective judging from the present condition of Greece. Greece is a country in which to-day there is not one single restriction against drinking, and no punishments for drunkenness. The vice of drunkenness is scarcely heard of in Greece to-day.

The most violent of all laws against the drunkard were those imposed by one of the Sultans, who caused molten lead to be poured down the throats of those whom he termed 'obstinate drunkards.' It cannot be said that the firm hand has not been tried with the drunkard in the past. Every shade of iniquity, barbarity, cruelty, indolence, has been showered upon these poor creatures from the earliest days till now. In our own country, the severity of these laws was of such a character as to be infinitely worse than the evils of the most unrestrained system of liquor traffic. In the days of our modern elegance and refinement, these punishments have been discarded, and the magistrate has to deal with the question of the control of alcoholism. He does it by a process of imprisonment, a punishment which has been in existence for drunkenness from the time of the early Saxons, and from then till now it has never succeeded in reforming a single drunkard. One poor woman, Jane Calkebread, was convicted and imprisoned in this enlightened country and age 300 times for drunkenness before removal to a lunatic asylum, where she died. During the last century, nearly half a hundred legislative laws have been enacted to amend or control this traffic, and in spite of them all, in the year 1897 the revenue from alcoholic beverage derived from a population of about 40,000,000 persons was paid on 4,000,000 gallons of spirit, 15,000,000 gallons of wine, and 34,000,000 gallons of beer. Enough revenue is derived from the liquor traffic to pay for the upkeep of the British Navy and the

British Army together. If the nation were to turn immediately to temperance, the Exchequer would

PROBABLY COMMIT SUICIDE.

(Laughter.) His Government would assuredly rise, and the Excise officers take to the hills as brigands until a new Government could be formed, which would, I greatly suspect, be as anxious to use the services of the police to invite the community to use public houses, as they are at the present day. Are industries in keeping them out? (Laughter.) The astonishing feature of the whole thing is that so few of the population become habitual inebriates or really suffer from chronic alcoholism. The reason, in my opinion, is that only a few persons have any particular susceptibility which causes wine, beer, or malt liquors to act upon them as a virulent nerve poison. In susceptible persons, alcoholism is a spreading disease and spreads with every dose, until it becomes a baffling and inveterate complaint, imperilling not only health and sanity, but even life itself.

For medical men the problem is, how to deal with these persons. If we are guided by history, the folly of repression whether by State or Church, is apparent. (Gales of 'Question?')

The remainder of the address was subject to great interruptions on the part of gentlemen who did not agree with Dr. Brown in his condemnation of the Licensing Bill.—E.

Intimations.

BENGERS
Food

is quite distinct from any other. It possesses the remarkable property of rendering milk, with which it is mixed when used, quite easy of digestion by children, invalids and convalescents.

Benger's Food is sold in Tins by Chemists, etc., everywhere.

728-A

O. C. MOOSA,

1 & 3, D'AGUILAR STREET.

JUST UNPACKED A LARGE AND SPLENDID STOCK OF FRENCH MILLINERY,

VARIOUS SHAPES AND COLOURS.

SHOES! SHOES! SHOES!

IN BLK. AND TAN GLACE KID from the best American Manufacturer.

FLANNELS, TWEEDS, SERGES, Ladies' DRESSING GOWNS and JACKETS.

Samples on application. Coat ports orders carefully executed.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 175 lbs. net \$5.50 per Cask ex. Factory.

In Bags of 50 lbs. net \$3.45 per Bag ex. Factory.

SHEWAN TOMES & CO., General Managers.

Hongkong, 15th August, 1908.

AN APPEAL.

THE SUPERIORITY of the ITAN CONVENT, CAINE ROAD, beg most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desire to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Caps and Collars reserved on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery Materials can be supplied, if required.

The Superiority will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools who are taught by the Sisters.

Hongkong, 15th April, 1908.

EYES

RIGHT

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.
Lenses Ground. All kinds of Repair. Spectacles for all requirements.
Ask, or write, for Illustrated Books on "Defective Sight"—free.
LONDON. CALCUTTA. SHANGHAI.
11, John Street, Bedford Row, W.C. 53, Bentinck Street. 566, Nanking Road.
Hongkong, 15th March, 1908.

[461]

Intimation.

22m.
powell,
2d.,

ALEXANDRA
BUILDINGS.

THIS WEEK.

First
Consignment
of
Novelties
for
The Fall.

Fashions
of
To-day.

NEW GOODS
IN EVERY
DEPARTMENT.

Exclusive
New
Productions.

Prevailing
Styles
from
London
and
Paris.

W.M. POWELL,
LTD.,
General Drapers,
Furnishers,
Des Vœux Road,
and
28, Queen's Road,
HONGKONG.

Hongkong, 7th September, 1908.

Public Companies.

HONGKONG CRICKET LEAGUE.

THE ANNUAL GENERAL MEETING will be held in ST. GEORGE'S BUILDING (Messrs. Shewan, Tomes & Co's Office) on THURSDAY, the 17th September, at 5.30 P.M.

Hongkong, 12th September, 1908. [836]

DOUGLAS STEAMSHIP CO., LTD.

THE ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Office, on SATURDAY, the 19th September, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 30th June, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 19th September, both days inclusive.

DOUGLAS, LAPRAIK & CO.,
General Managers.

Hongkong, 1st September, 1908. [807]

HONGKONG COTTON SPINNING,
WEAVING AND DYEING
CO., LTD.

NOTICE TO SHAREHOLDERS:

THE ORDINARY ANNUAL MEETING OF SHAREHOLDERS of the above Company will be held at the Office of the General Managers on SATURDAY, the 26th September, at 12 Noon, for the purpose of receiving the Report of the Consulting Committee and Statement of Accounts to 31st July, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from the 19th to the 26th September, 1908, both days inclusive.

JARDINE, MATHEWS & CO., LTD.,
General Managers.

Hongkong, 7th September, 1908. [823]

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING of the above Society will be held in the CITY HALL, on FRIDAY, the 25th instant, at 5.30 P.M., for the purpose of receiving the Annual Report and Statement of Accounts for the year ending 31st August; of electing office-bearers for the ensuing year, &c.

DAVID WOOD,
Acting Honorary Secretary.

Hongkong, 2nd September, 1908. [809]

To Let.

TO LET.

HATHERLEIGH, CONDUIT ROAD.

A HOUSE in WONG-NEI-CHONG ROAD.

A HOUSE in RIFTON TERRACE.

OFFICES in YORK BUILDING.

GODDOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 16B, DES VŒUX ROAD next to the Hongkong Hotel.

FLATS in MORETON TERRACE.

No. 10, DES VŒUX ROAD CENTRAL, 1st Floor.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO. LTD.

Hongkong, 1st September, 1908. [64]

TO LET.

THE NEUK, No. 84, THE PEAK, fully furnished, Garden and Tennis Court with immediate possession.

Apply to—

PERCY SMITH AND SETH,
No. 5, Queen's Road Central.

Hongkong, 8th September, 1908. [814]

TO LET.

GODOWN No. 14, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO. LTD.

Hongkong, 1st September, 1908. [493]

TO LET.

HOUSES in AUSTIN AVENUE, Kowloon,

Immediate possession.

Apply to—

A. RAYMOND,
C/o S. J. David & Co.

Hongkong, 24th July, 1908. [601]

TO LET.

A HOUSE in KNUTSFORD TERRACE, Kowloon.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO. LTD.

Hongkong, 1st September, 1908. [159]

TO LET.

FIRST FLOOR of No. 6, QUEEN'S ROAD, Central, containing 6 Rooms and Servants' Quarter.

Apply to—

DAVID SASSOON & CO., LTD.

Hongkong, 22nd May, 1908. [457]

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vœux Road Central (formerly occupied by Messrs. Shewan, Tomes & Co.)

Apply to—

THE COMPADORE DEPARTMENT,

E. D. Sassoona & Co.

Queen's Road Central.

Hongkong, 9th June, 1908. [618]

TO LET.

OFFICES and ROOMS on the 1st and 2nd

Floors of No. 14, Des Vœux Road Central (formerly occupied by Messrs. Shewan, Tomes & Co.)

Apply to—

THE COMPADORE DEPARTMENT,

E. D. Sassoona & Co.

Queen's Road Central.

Hongkong, 9th June, 1908. [618]

THE QUEEN OF Agra.

“I will surely return from among the jungle, as my stable-companion, the officer with whom I shared a bungalow, had suddenly died of cholera. After paying a visit to our deserted house, I got on my bicycle and rode out to the shady military cemetery on the edge of cantonments. Resting my machine against the wall inside the gate, I sought and soon found the new grave at the far side of the cemetery. Some one had laid garlands of jasmines on the mound. I then wandered away, reading the short histories on the old tombs. I was roused from my reverie by the arrival of a closed *gari*, out of which stepped two Indian women. The younger, who led the way, was dressed in flaming silk and gold; the elder woman, who followed, in subdued autumnal tints. Both fitted in with the landscape, and recalled to my mind the old Persian miniatures common in manuscripts. They moved slowly, as Orientals do, but with an easy gait and erect carriage, without swaying from side to side. They walked as though with an object, and went straight to the new grave of my friend. The younger woman then stopped, and seemed to bury her fingers in the mould, as Persians do when visiting the grave of a loved one. My curiosity was aroused, and I strolled round in their direction so as to pass by them on my way to the gate. I saw the younger woman stoop again and lay on the grave some fresh garlands of heavy-scented white flowers. She rose erect when I drew near her, and half-turned as though expecting me to speak to her. I was attracted by her appearance. Her forehead was low, but not narrow, like that of ordinary Indian women. Her skin was wonderfully clear and warm-looking, showing pink at the cheeks. Though she was fairer than a Southern Italian, no one could have mistaken her for anything but an Oriental. Her red curling lips, dimpled chin, and round, chubby face suggested laughter, a suggestion contradicted by her soft, velvety eyes, beautiful as are all eyes shaded by curling lashes. There was no paint on her face except that her straight, regal brows were painted into a *jojo*. She was not beautiful, but she was certainly good-looking, and had besides an indescribable air of distinction. The elder woman had the same erect bearing and air of distinction; but her hair was grey, her complexion clear yellow, the skin full of little lines. Yet her face was full and youthful-looking, the expression calm and rather stately; she might have sat for a portrait of “Our Lady Beautiful.”

As the young woman half-turned to me, I involuntarily stopped, and said: “He was a friend of yours—a lover?”

“A friend,” she said, and her voice was deep and musical, unlike the voice of any Indian woman I had yet heard. “A friend,” she said, looking absently into the distance and speaking in a ruminative monotone, as though thinking aloud. “He came one night to my house with some Khans to hear me sing. He was dressed like a Kabuli, but I guessed he was an Englishman. He spoke our language well like the old Sikhs who have gone away—not like the new ‘sevill-walas’ who hold pean in their hands and cannot understand our speech. The Khans chaffed him, and called him the ‘Fruit-seller,’ but I knew then. My Mother here, said that ‘all Kabulis put antimony in their eyes and she got the ‘surma-dan,’ and drew the *bindi* across his lids and darkened his lashes, and that made us laugh. And when I sang, ‘I have risked my name and honour for thee, and dost thou say to me farewell, O stranger?’ he smiled and nodded. He understood. I sang to him for three hours, and when I sang “Last night I left the Palace with difficulty and danger, I am not one to be sat on by men” he laughed and clapped his hands. He understood. And when I said I had learned the latest English song, and sang, ‘Paddle your own canoe’ (a popular song of the early sixties), he laughed and laughed until we had to hold him up. Then they got up to go, and he said to me in Persian, ‘Bibi, though Kabulis are fruit-sellers, they are also buyers in the fruit-markets of beauty,’ and he smiled, and stooped, and kissed my hand. He said he would come again, and I sat at home for three days. Then I sent my mother to say I was waiting to sing to him, and they told her he was dead. So I come here sometimes to the City of the Silent, and stand by his pillow, and say a *lila*, and lay fresh flowers on his resting place.” I know you, Frene Sahib,” she added, coming out of her reverie; “you lived in his bungalow; I have watched you playing *kali* in the Kampabi Bag.” Then with an inclination of her head she moved on slowly and erectly, out of the gloomy cemetery into the sunlit road.

Her name was *Malika*, “the Queen,” and she was a famous singer and dancer trained in the schools of Agra. Her mother had been in the profession before her and her grandmother and their mothers since the old Mogul days. Of the men of the family I could learn nothing; they had never been any. She had the reputation of being careless and capricious. A wealthy Rajput Prince had offered her his protection and a big full of gold mohurs, but she had just laughed at him. He had then sent for her mother and added a famous State jewel, but the old lady frankly admitted that she had no influence with her daughter, who seemed to care nothing for money.

Three months later I was leaving India for good, and revisited the little cemetery. The garlands on the newly-erected stone were fresh. Several of my brother officers came to the Cantonment Station to see me off. While we were chatting near the carriage door, an ancient muncia, huddling a *star*, passed and repassed us once or twice, peering curiously at our group. At last the train started. As it slowed down at the level crossing half-way to the city station I observed a *gari* drawn up close to the barrier, and through a chink in the half-closed doors I caught sight of a brilliant silk garment.

At the City Station the old muncia alighted and, coming to my carriage, pushed through the open window, on to the seat, a *star* dish covered with a piece of beautiful *bigars* brocade. “The Bibi,” said he, “will give you this when you were alive.” “But,” he added querulously, “there were so many Sahibs with *stars* in the Services.”

“He was departing, after making his salams, turned and, with a whirling *parasol*, as old natives often do when seeking assistance, “I haven’t got a *star*, and the Bibi won’t let me out.” I saw him past the barrier, where he proudly insisted on paying for himself, and watched him go down the white road, hugging his *star* and greatly rejoicing at having preserved his *star* and escaped the abuse of the ticket-collector. Evidently Malika was a person to be obeyed.

On the brass plate under the brocade in my carriage I found a bunch of Persian roses tied up with string, and a garland of jasmines flowers. It was Malika’s good-bye. As I pondered on Dirschell’s saying, “You can never stamp out race,” I wondered which of the Mogul Emperors had been Malika’s progenitor.

Lieut.-Col. D. C. Philpot in *Pali Mall* *Gastila*.



Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

on

THURSDAY,

the 17th September, 1908, at 2.30 P.M., at their

Sales Rooms No. 8, Des Vœux Road,

corner of Ice House Street,

SUNDAY, VALUABLE

HOUSEHOLD FURNITURE

Comprising—

DOUBLE and SINGLE IRON BED-

STEADS AND MATTRESSES, TEAKWOOD

WARDROBES WITH BEVELLED GLASS,

OVERMANTELS WITH BEVELLED GLASS,

SIDEBOARD and DINNER WAGGONS

WITH BEVELLED GLASS, MARBLE-TOP

WASHSTANDS, DOUBLE TEAKWOOD

WARDROBES WITH BEVELLED GLASS,

TAPESTRY-COVERED DRAWING

ROOM SUITE GLASS, CROCKERY and

E.P. WARE, TIENSIN CARPETS and

RUGS, COOKING STOVE and UTEN-

SILS, &c., &c., &c.

Catalogues will be issued.

TERMS.—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 12th September, 1908. [836]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

on

FRIDAY,

the 18th September, 1908, at 2.30 P.M., off

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH

W

HISKY

A Blend of the Finest Pure Malt

Whiskies distilled in Scotland.

GENUINE AGE
AND
FINE MELLOW
FLAVOUR.

Per Dozen - - \$16.50

RAINIERS BEER

LIGHT, wholesome, and
invigoratingUndoubtedly - the best Beer
brewed in America.A. S. WATSON & CO.,
LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 5th September, 1908.

it is doomed to go and that the near future will see the vanguard of the future "steamers" without steam. Great Britain, in the vanguard as usual, has been experimenting with gas-engines as the motive power, and Mr. Louis Nixon, an eminent American constructor, has been giving his views on the subject. He offers his countrymen some home-truths which are all to the credit of Great Britain. For instance, he says: "Undoubtedly Great Britain can build such battleships, and, of course, she will. She will do it for the reason that her experts now know that the gas-engine battleship is a better battleship than one driven by steam. America is ahead of the world in the art of gas-engine construction. But we do not seem to be willing to benefit by such superiority, but seem to prefer to copy the work of others. Why in engineering development we must wait till England has approved a thing to realize its advantages ourselves I cannot imagine. It is very easy to take a superior stand and oppose progress, but in all-round efficiency the gas-engine has proved itself." That is one of those compliments to the energy and foresight of the United Kingdom which cannot be despised. Here is a foreign constructor of naval machines who admits and actually endorses the "action of our own people, who are always believed to be slow to move and behind the times. Captain Mahan, the distinguished expert, has said something similar in more technical language, and if these two men who know their business and the necessities of the Navy agree on this point it cannot surely be said that the Empire is without men who have the ingenuity to invent or the will to execute what should ultimately prove to the advantage of the world. There is no caring spirit in these remarks by Mr. Nixon: "Great Britain will undoubtedly bring out her gas-engine Dreadnought, and for several reasons other than the undoubtedly efficiency of the engine itself. When metal vessels were seen to be commercially better than wooden vessels, England linked them with the compound engine, and by giving orders for men-of-war, enabled shipbuilders to put in metal plants and learn the art of metal ship construction, putting her in the front rank as shipbuilder for the world. When water-tube boilers were thought to be in line for all sorts of steam service England gave out orders for destroyers all over the kingdom, letting the builders put in their own boilers." That is not only why the prestige of English building is dear to the heart of her far-seeing statesmen, but the art must keep in advance under any and all conditions." These are statements by one who knows what he is talking about and apparently by one who is a cosmopolitan in his readiness to receive ideas. Another representative of the U.S. Navy, Mr. A. T. Chester, says that under the new conditions England's Navy, ship for ship, will be superior to any in the world, and those vessels whose keels are to be laid for the American Navy having steam plans for motive power, will be out of date before they are launched. The simple fact that steam vessels will consume from two and a half to three and a half times as much coal as those having gas engines, under ordinary cruising conditions, is in itself sufficient to mark the doom of the steam engine, and, when all the other advantages are taken into consideration, there is no comparison between the two systems. All this should be good news for those who doubt the efficiency of Great Britain's Navy, or who question the modernity of those at the wheel. The opinions we have quoted are unbiased because they are intended to awaken the people of the States; our kinsmen and friends, to a lively idea of their sluggishness. At the same time they indicate that the motherland is not so behindhand as many would suggest.

BIRTHS.

On September 5, 1908, at Shanghai, to Mr. and Mrs. A. MATHER PRYCE, a son.

On September 1, 1908, at Shanghai, to Mr. and Mrs. E. G. ZELLERMAYER, a son.

On September 7, 1908, at Shanghai, to Mr. and Mrs. W. T. WAITS-EVANS, a daughter.

MARRIAGE.

On September 5, 1908, at Shanghai, GEORGE SYDNEY BURTON, 6th son of T. J. SAYER, of Grange Court, Newham, Gloucestershire, to JENNIE, only surviving daughter of the late Isaac Hall of Cavan, Co. Monaghan, Ireland.

DEATHS.

On September 1, 1908, at Hankow, WILLIAM BERTRAM HICKS, of the I. M. Customs, Shasi, second son of Captain W. H. Hicks, Weston-super-Mare, Somersetshire, England.

On September 9, 1908, at Kiangnan Dock, OLAF ROSENKILDE PETERSEN, infant son of Mr. and Mrs. J. G. Petersen, aged 5 months.

LOCAL AND GENERAL.

We are officially informed that clean bills of health were issued yesterday.

The German Mail of the 13th August was delivered in London on the 12th inst.

We regret to hear that the Tientsin Cricket Club is unable to send a team to visit Shanghai this season.

The navigating officer of the despatch ship *Alacrity* attached to the China Squadron, Lieutenant Bell, has been re-appointed to her for her new commission.

Mr. S. D. Serna received a telegram, on Saturday evening, that the Cricket Match played at Poona between the Parsees and the Presidency, resulted in the victory of the Parsees by 142 runs.

A GAMBLING house conducted by women was raided at Chongchau, by Sergeant Gordon, yesterday. Twelve women were captured. They were charged at the Police Court, to-day, and the usual fine imposed.

The Chinese Engineering and Mining Co., Ltd., announces that the total output of the Company's three Mines for the week ending August 29, 1908, amounted to 24,487.67 tons and the same during the period to 15,304.91 tons.

Nearly all Europeans take a deep and abiding interest in all that concerns naval affairs. Probably no vessel has been so much discussed officially and unofficially as the *Dreadnought*, and yet from all appearances the Excelsior of Great Britain's naval genius is likely in the near future to be an antiquated piece of steel. For several years we are told by those who have devoted a life-time study to the subject, serious attention has been given to the development of some other power than that of steam, and it was only recently that one of these made the prediction that the knell of the steam-driven vessel will soon be struck—that even with turbines steam installation afloat has reached the utmost limits of its efficiency, and that while the passing of the marine steam engine may be no sudden catastrophe, yet

for the luxury of washing himself in the filter beds of the Shau-ki-wan reservoir on Saturday afternoon, a carpenter named Ho Mui had to forfeit \$5 in the Police Court, to-day. It should be mentioned that the carpenter was not supplied with soap, which makes the bath more costly.

The Portuguese Chamber has passed the Convention between Portugal and Holland for the delimitation of the Dutch and Portuguese territory in the Island of Timor, and the Convention under which disputes between the two countries are to be submitted to The Hague tribunal.

It is stated that owing to the continued ill health of H.I.M. Kwang Hau a joint memorial signed by the members of the Grand Council and other Great Departments of State was presented recently to the Throne praying his Majesty to leave the Edo Park Palace and to take up his residence in Peking instead.

DURING the hearing of a case in the Supreme Court, this morning, a witness gave his opinion as to what he thought was a club or not. In reply to a question in cross-examination, he said: "I cannot say whether the club was a proper club, because I have never heard of any gambling being carried on the premises."

A TOKIO despatch, of 5th inst., reports:—Another conflagration broke out at Niigata yesterday and 3,500 houses were burnt down. The fire wiped out almost all parts of the city that had escaped the recent fire. The total damage wrought by the conflagration at Niigata amounts to over Y 2,500,000, of which Y 1,000,000 only is covered by insurance.

THE following appointments have been made at the Admiralty:—Captain H. Lyon, to the *Tamar*, as commodore, second class, and naval officer at Hongkong; Lieutenant N.L.R. Bell, to the *Alacrity* (N), temporary, on recommissioning, undated; and Engineer Commander J. Mountfield, to the *Tamar*, additional, as first assistant to the chief engineer, Hongkong, to date 1st inst.

A SHOPKEEPER, who was charged in the Police Court, to-day, with being in unlawful possession of a quantity of Army telegraph forms, which were stolen from the R.E. store-room, was fined \$10. A money-changer was also charged with purchasing some of the stolen goods, but he was discharged; likewise two Chinese storekeepers of the R.E. department, who were charged with the larceny of the forms.

THE action brought by Lau Man Cho against the Hongkong and Shanghai Bank to recover 32 title deeds, or their value, \$55,000, and the counter-claim to recover \$1,000,000 odd, was continued before the Chief Justice in the Supreme Court, to-day. Evidence was heard, petitions to the Chinese authorities were read, and the case further adjourned until to-morrow. It is not expected that the case will conclude before Friday.

A MOST unfortunate accident occurred early this morning in a Chinese Sugar Refinery in Great George Street, East Point. A workman was sent to the top of a shaft to receive what sugar was being sent up in lifts. While standing in that position the man lost his balance and fell down the shaft, sixty feet to the bottom. Death was instantaneous. The workman's mangled corpse was sent by the police to the mortuary.

ACTING on information received from the Chinese authorities at Canton, the police, yesterday, placed under arrest a Chinaman, who, it is alleged, took part in an armed robbery which was committed on the 12th September last, in the interior of China. The suspect is Chao Yuk, alias Chan San Cheung, the runner of a boarding house in Wing Lok Street. Accused was charged in the Police Court, this morning, and remanded for a week, pending the arrival of witnesses from the interior.

CAPTAIN Herbert Lyon, from command of the battleship *Formidable*, in the Channel Fleet, has been appointed Commodore at Hongkong, and will fly his broad pennant on the *Tamar*, receiving ship at that base, in succession to Commodore Robert H. Stokes. The new Commodore has served afloat since January 1876, was promoted lieutenant in 1880, commander in 1894, and captain in December, 1900. He was a midshipman of the cruiser *Charybdis* during the operations in the Lingding and Lukat rivers, against the Malays, in the Straits of Malacca, 1874-75 (Perak medal with clasp); was subsequently attached to the *Beagle* during the Zulu War, and was with the naval force landed from the Cape Squadron to take part in it. He was with the Naval Brigade in the march to the relief of Eshowe, shared in the battle of Ginghenvo and other actions with the enemy (medal).

DURING the early part of March last a cook, who was then in the employ of the foreman coolie of the Kowloon-Cantons Railway (South face tunnel) disappeared. Immediately afterwards the foreman—Tsang Saag—discovered that one of his boxes containing \$117 worth of money, clothing and jewellery had gone. A report was made to the police at Sam-shui-po, but the search for the cook ended fruitlessly. Yesterday afternoon, however, while Tsang Saag was out walking at Yau-mai-tai he met the cook selling food in the street. Unassisted he took the man to Sam-shui-po, and handed him over to the police. When asked what he had to say, the cook, who gave the name of Mok Kam, pleaded guilty. "I stole the box," he said, "and took it to Canton and sold the stuff there." At the Police Court, this morning, he was sentenced to three months hard labour.

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The Opium Question.

MR. CLEMENT'S MEMORANDUM.

CRITISMS BY THE SECRETARY OF THE SOCIETY FOR THE SUPPRESSION OF THE OPIUM TRADE.

To the Editor of the "Hongkong Telegraph."

SIR.—A correspondent has kindly sent me your issue of 9th July, containing the reprint of an article from the *Singapore Free Press* on Mr. Clement's statistics of Opium Consumption. Will you kindly reproduce the following, forming the substance of a reply which I am sending to that paper.

The *Free Press* speaks of Mr. Clement's conclusions as based upon "indisputable data of population, opium production and import, and average individual consumption." The fact is that of these four items, all but one, the import of opium, are not merely disputable, but have long been the subject of controversy.

(1) The question as to the real figures of China's population was keenly contested when Madhurst published his work on China in 1838, and Dr. Arthur Smith's "Uplift of China," published last year, calls it "one of the insoluble riddles of contemporary history."

(2) As regards opium production.

(3) As to average consumption.

(4) As to the number of smokers.

In reality, the figures of population, opium production and import are not only disputable, but have long been the subject of controversy.

As everybody knows, the present controversy

CORRESPONDENCE.

We do not necessarily endorse the opinions expressed by Correspondents in this column.

MARITIME GAMBLING.

To the Editor of the "Hongkong Telegraph."

SIR.—I feel that, in justice to the fair name of an honourable profession, I should officially protest against the thinly-veiled insinuations which have been cast by certain shipowners upon the "P.P.I." policies. I do not consider that shipowners should shun out of this matter at the expense of Shipmasters, who are not prone to casting ships away as some would allege.

As everybody knows, the present controversy

has sprung from the recent Board of Trade Inquiry into the wreck of the *s.s. Albion*, where, from the procedure, which was followed,

there was an obvious inference that she had been cast away. But there was not a shred of evidence in support of the theory, and Captains and Officers were completely exonerated from any blame in the matter.

Within my very long personal experience

of Board of Trade inquiries there has never been a single case of a ship being cast away.

Barratry amongst Shipmasters of the present

generation is a thing unknown, and it is highly

improper to suggest that there is even a

possibility of their collusion with people who

wish to insure a ship with felonious intent.

In actuality these "P.P.I." policies are a

menace, not the reputation, but to the livelihood

of the Captains and Officers of the British

Mercantile Marine. It has been shown

that when an accident occurs to a ship, and it

is discovered that claims are at once lodged on

account of "P.P.I." policies, suspicion inevi-

tably falls on the Captain and possibly on his

Officers also. The position then is, not so much

of the defence of their certificates, as to save

themselves from gaol, and the lasting humili-

ation and degradation of themselves and their

friends.

There is another important point which must

not be missed. I see a statement of a Ship-

owner that, hearing that "P.P.I." policies had

been effected on one of his ships, he summarily

discharged the whole of the Officers and crew.

This is a sample of justice as meted out by

certain British Shipowners. It is one of the

charms of modern sea-going, and accounts for

anyone with a spark of pride or ambition turn-

ing to anything but the sea for employment.

If Captains and Officers are summarily

thrown out of positions they have taken long

years to attain simply because some quite un-

known outsiders choose, for reasons best known

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

AMERICA AND CHINA.

PROPOSED ABOLITION OF POLL-TAX.

[By courtesy of the "Shing Po".]

Peking, 13th September.

The American Minister in Peking has informed the Waiwupu that the United States Government is about to abolish the poll-tax on Chinese subjects entering America.

Tokio, September 7.

H. E. Sheung Iuun-hui, Chinese Minister to the Japanese Court, is expected to arrive in Tokio on the 9th instant. In the course of an interview granted to a newspaper correspondent in route the new Minister stated that he deprecated the suggestion of an alliance between the United States and China. For the present China was unable to be either the protagonist or the ally of any power.—*N. C. D. News.*

APPOINTMENTS.

PROVINCIAL FOREIGN COMMISSIONERS.

[By courtesy of the "Shing Po".]

Peking, 11th September.

The following appointments as Foreign Commissioners have been made by the Imperial Government:

Tsui Sin-ki, for Chih-ki province.

Ng Pan-hung, Hupeh province.

Chu Chun-ki, Shantung province.

Hu Toi-sun, Kwangsi province.

Hu Kyok, Anhui province.

Tsui Nui-Kwong [Shanghai

Taotai], Kiangsu province.

Wong Ko, late Chinese Minister to Rome, Kwangtung province.

[Kruter's.]

The Glasgow Unemployed.

London, 11th September.

The Local Government Board have sent two thousand pounds to Glasgow to relieve the distress.

The Glasgow Municipality have decided to give needy children three meals daily, and to purchase 170 acres of land in the vicinity of the town to provide work for the unemployed.

Later.

The German Army Manoeuvres. The German Army Manoeuvres have ended with the retreat of the invading army, the troops being terribly exhausted.

The Emperor delivered his criticisms on the operations to his assembled officers, entering into every detail of the work performed.

The Moroccan Question.

The *Norddeutscher*, denying the assertion of the French press that Herr Vassel intended to use Mulai Hafid to dismiss his representative at Tangier on the ground of his being too Francophil, warns the press of the possible effects of groundless suspicions and studiously hostile language in reference to German policy, on the prospects of obtaining Germany's assent to certain special proposals which France is putting forward.

The Kaiser in Alsace.

14th September.

H. I. M. the Kaiser visited the Schlacht mountain pass on the French frontier, but, owing to its late receipt, had to regretfully decline the invitation of the French authorities to cross the frontier to Hohenest, where a still more magnificent view is obtained.

His Majesty thereafter motored through Alsace, receiving ovations from the inhabitants who greeted him with the pealing of bells and the strewing of flowers in his path.

Speaking at Colmar, His Majesty said that the warmth of his reception had touched his heart.

Alsace had undergone vicissitudes, but was now able to develop itself undisturbed, protected by the German Eagle, his standard which stood for the maintenance of peace.

LEUNG CHI KAM, a fisherman, of fishing boat No. 1601c, was, in the Police Court, to-day, called upon to answer a charge of stealing a dinghy from another fisherman in Cheung-chau bay, a month ago. "I borrowed it" was accused's excuse. The complainant said that on the evening of August 14th the dinghy was moored alongside his junk. In the morning it had disappeared. He suspected accused, for this was the last boat to leave on the fishing cruise. Complainant waited until the return of accused's boat yesterday when he saw the dinghy on board. Result—Six weeks' hard labour.

A CLUB AND SOME FURNITURE.

SEQUEL TO A RECENT POLICE COURT CASE.

This morning, in the Supreme Court, an action was brought against Pow Tak Fa, a ship's comodoro, residing at 51, Aberdeen Street, by the Hang Yuen Club, which is situated at 73, Wellington Street, for the return of four blackwood tables and eight chairs, or, in the alternative the club claimed their value—\$60.

Mr. Reginald Harding appeared for the club, Mr. W. Daniel of Meiss Johnson, Stokes and Master, appearing for the defence.

In outlining the particulars of the case, Mr. Harding said that he might as well inform the Court that the chairs and tables formed a recent case in the Police Court, in which the defendant was accused of theft. The magistrate (Mr. Wood) decided that he had no jurisdiction over the matter.

Mr. Daniel—I don't think the magistrate said that as a ground.

Mr. Justice Gompertz—Was the accused discharged?

Mr. Harding—Yes.

Mr. Daniel—But there might have been other grounds for his discharge.

Proceeding, Mr. Harding stated that the club was a Chinese one, and the defendant a comodoro on board the steamer *Shouho Maru*. Some time in July last year a number of tables and chairs were purchased by members for the club. Later in the year the club got into difficulties owing to the absence of ready money. The defendant came to the rescue and advanced something like \$7c—in two instalments—to the club, the club members pledging a number of chairs and tables to him. The goods were not given to him, Mr. Harding remarked with some emphasis—only pledged. In August of this year the defendant, becoming tired of being a member of the club, visited the premises during the absence of most of the members, and took away the furniture.

Mr. Justice Gompertz—He did not have the goods in his custody?

Mr. Harding replied, "No." The defendant was only given a paper showing that certain pieces of furniture were pledged to him. The defendant, said Mr. Harding, had no right to go to the club and walk off with its furniture, since the club did not owe him \$7c, part of that amount having already been repaid to the defendant, who did not pay his club fees. But assuming that the club did owe him \$7c, which the prosecution denied, the defendant had no right to have done what he did. He might have been right morally, but that was not what they were going on.

The manager of the club was called and examined. He stated that all the money the club owed the defendant now was \$7c. Defendant lent the club \$7c—\$40 the first instalment and \$3 the next. When the second payment was made defendant told witness to take out from that what he owed the club, for membership fees.

It was urged for the defence that the furniture belonged to the defendant, having regard to the fact that the club owed him money.

His Lordship found for the defendant with costs.

DARING JUVENILE PRANKS.

A LAD BEHIND A MONEY CHANGER'S COUNTER.

The story of a most barefaced robbery was told in the Police Court, this morning. A lad named Lo Sau, sixteen years of age, was charged with stealing \$30 in cash from a shop at 37, Des Vaux Road, which charge he admitted yesterday, but denied when taken before the magistrate (Mr. Kemp) to-day.

The ground floor of 37, Des Vaux Road Central, it might be explained, is used part as a piece goods shop, and part as a money-changer's. On Saturday afternoon two boys, one of whom was the accused, entered the shop and one of them asked to be shown a blanket. The lad—were aware that blankets were stored at the rear of the shop is certain, for while one of the boys went to inspect the blankets, the other, the accused, stepped unnoticed behind the counter of the money-changer, and pocketed three \$10 rolls of silver, which he removed from a drawer. His confederate at the rear was, however, too quick in his inspection, believing, probably, that his chum had got the money and gone, and being in a hurry to share the spoils left the shop. But the accused had not yet closed the drawer from where he had got the money, and he was seen, and captured. The other lad made his escape.

The evidence was conclusive. It was learnt that accused had had a previous conviction for a similar offence, and he was sentenced to six weeks' hard labour, and to be whipped—twelve strokes. The police are searching for the confederate.

DEVON' CATTLE FOR JAPAN.

AN INTERESTING SHIPMENT.

On board the N. Y. K. *Inabu-maru* there arrived at Kobe on Friday (17th ult.) a consignment of forty choice Devon cattle, purchased at Taunton for the Japanese Government, for breeding purposes. These animals are described as being descendants of some of the finest blood in Devon herds, and the average price given for the beast was sixty guineas (\$63). All the animals were subjected to a very rigorous tubercle test before shipment.

Speaking at Colmar, His Majesty said that the warmth of his reception had touched his heart.

Alsace had undergone vicissitudes, but was now able to develop itself undisturbed, protected by the German Eagle, his standard which stood for the maintenance of peace.

LEUNG CHI KAM, a fisherman, of fishing boat No. 1601c, was, in the Police Court, to-day, called upon to answer a charge of stealing a dinghy from another fisherman in Cheung-chau bay, a month ago. "I borrowed it" was accused's excuse. The complainant said that on the evening of August 14th the dinghy was moored alongside his junk. In the morning it had disappeared. He suspected accused, for this was the last boat to leave on the fishing cruise. Complainant waited until the return of accused's boat yesterday when he saw the dinghy on board. Result—Six weeks' hard labour.

AFFRAY AT WEST POINT.

HOUSE ATTACKED AND THREE PERSONS STABBED.

The Western district was the scene of two stabbing affrays during the last twenty-four hours, the more serious one being that in which three persons were stabbed, and the capture of five men effected by Inspector Robertson and his men.

Although minute inquiries have been made by the police no explanation could be got from the parties as to what brought about the affair, and it is likely that the motive will never be unveiled. The police are, however, of opinion that jealousy was the cause.

The alleged facts of the case as they were told to the police were these. Just before four o'clock on Saturday afternoon seven or eight men called and gained admittance to a house of doubtful character at 9, Yat Fu Lane. The men were shown into the drawing room where they waited for some time, not a word being passed between them. Some five minutes later a woman named Chan I Mui entered the parlour and proceeded to make her apologies to one of the men for the day, when she was struck on the back from behind by one of the visitors with a fighting-iron which he pulled from his girdle. The unfortunate woman collapsed to the floor. Her cries were heard by two other men, who were seated in an adjoining room, and they proceeded to ascertain the cause. They at no sooner stepped into the drawing-room than they were set upon by the others. A fierce encounter followed, knives were produced, and the two men were severely stabbed about the head and arms.

Meanwhile the police had been sent for and on their arrival several minutes later they arrested five men, the others having escaped. The three victims were sent to hospital, and they are not expected to be discharged for a few days.

Soon after the injured people had been despatched to the infirmary, the police, in the presence of the prisoners, searched the drawing-room and found concealed under the chairs and tables two swords and five fighting irons. The quintette were despatched at No. 7, Police Station overnight, and this morning were arraigned in the Police Court, on two charges, as follows: assault occasioning bodily harm, and with being in possession of dangerous weapons without police sanction.

The charges were denied, and the accused were remanded for trial.

WHAT WOULD HAPPEN?

"When I got home I was much surprised and greatly astounded to see the defendant seated beside my sister and his arm around her neck." An English-speaking Chinaman made the above remarks in the witness-box in an assault case which was heard in the Police Court, to-day. The defendant was a British sailor from H. M. S. *Clio*, who was charged with assaulting a school-girl at Shaukiwan yesterday. "Supposing a Chinese sailor had gone to England," the witness continued, "and had placed his arms round an English lady, what would have happened?" he asked. The evidence was held insufficient to convict and the sailor was discharged.

KULANGSU (AMOY) MUNICIPAL COUNCIL.

Minutes of a meeting of the Council held at the Board Room, on the 25th August, 1908.

Present—Messrs. W. H. Wallace (chairman), J. S. Fewick, Huang Ts'an-chew, W. Kruse, S. Okuyama, W. Wilson, the Health Officer, and the Secretary.

The minutes of the last meeting were read and confirmed.

A communication was read from the American Consul asking what action the Council were taking regarding the issue of fresh licenses for the sale of liquor previous to and during the visit of the American Fleet to Amoy, at the same time pointing out that as the Chinese Government had declared its intention of supplying beer and temperance drinks to the men of the Fleet free of charge during the reception, he thought the Council would agree with him that there was no necessity for the issue of more licenses than those in force.

The Council was of opinion that the number of licenses for the sale of the liquor at present in force in the International Settlement of Kulangsu, was quite sufficient and therefore no applications made to the Council for such licenses would be refused.

The question of the appointment of three foreign gentlemen to serve on the Land Commission was further discussed.

An application on behalf of the Chinese Government, from the Acting Deputy Commissioner of Customs in Charge, Amoy, for permission to make certain additions of a temporary nature to the jetty at Ling-tow, for the use of the American Fleet on their approaching visit, was read, and the Secretary was instructed to reply that the Council sanctioned such additions and alterations, provided that no obstruction was caused to the traffic at Ling-tow during the period of construction, and that the present stone jetty and its approaches were left in good order and repair on the removal of the proposed temporary structure.

A fine of \$3 was imposed in each case.

Leung Tai, a cargo-boat woman, was charged with the same offence by E. F. Gibson, Sub-Master. Prosecutor stated that at 3 p.m. on the 11th instant, he had occasion to go to Causeway Bay to his godown to get some diving gear. Defendant's junk was lying in a south-westerly course of the shelter, thus obstructing the landing place. The defendant refused to move in order to allow him to land.

Defendant's statement was to the effect that she was told by the Kennedy steamer authorities to go there to embark horses. She did not embark any. She was fined \$3.

The same charge was repeated in the case of Sin Tsui and Chan Mu, boatwoman and master respectively of cargo boats. P. C. Lanigan, who prosecuted, stated that at 7.45 p.m. on the 11th instant, he was stationed at Causeway Bay. He went alongside a boat to examine the license, when he noticed defendant's boat among others leaving the shelter in a hurry as soon as they saw him there. The defendant pleaded, they were afraid of the typhoon and so they went in there in order to obtain shelter.

Both had to pay the same amount to augment the Government Treasury as the other offenders did.

By order,

O. BARKER MITCHELL, Chairman.

Secretary.

HONGKONG VOLUNTEER CORPS.

PROMENADE CONCERT.

The second promenade concert under the auspices of the Hongkong Volunteer Corps was held on the Volunteer Parade Ground on Saturday night. There being no typhoon signal hoisted as on the previous occasion, a larger attendance patronised the entertainment. The neat little stage was tastefully decorated with flags and palms, a special feature of the latter being a number of multi-coloured electric lamps ingeniously placed among the plants, which gave a fine effect. The Band of the 3rd Middlesex Regiment was in attendance and provided some excellent pieces. As it is extremely difficult to confine the items to the original programme, and Saturday night proved no exception to the rule when it was found that Mr. W. H. Hannibal, who was to have accounted for "The Captain said I'll stick to the ship," could not attend, as a telegram was received to that effect from Canton at the last moment. Mr. R. C. Graff was also unavoidably absent. Their places were ably filled by Messrs. Cobden and Austin.

The first part of the programme opened with the stirring strains of "Defiance" by the Band of the Middlesex Regiment. The second item was a tenor solo, "Look in mine eyes," by Mr. P. W. Goldring, who, as usual, delighted the audience and had to respond to an encore. Mr. Cobden then appeared in a delightfully amusing sketch entitled "To be continued," which received a tremendous ovation, to which he had to reply with a second song, "I Love the Peder." was rendered by Mrs. G. H. Edwards in a very sweet style. Then came the heroes of the evening, Messrs. W. Benedetto and Ivin Caryll, in an original duet, "Why I Of Course," where they scored decided hits, a number of topical allusions to Hongkong's crying wants, such as the typhoon shelter, the volunteers, etc. In response to the deafening cheers of the audience, the song "Mitzi" from the "Girls of Gotenberg" was given in capital style. "The Gondoliers," by the Band of the Middlesex Regiment, brought the first part of the programme to a close.

The second portion opened with "Lady Madcap" by the Band of the Middlesex Regiment. A tenor solo, "I Love a Dream" by Mr. G. H. Edwards, was well received. The Misses Seib then appeared in a duet, "La Serenata," which was very prettily rendered. Both these young ladies possess well-trained voices, and it was a real treat to hear their sweet notes blend together in what was unquestionably a harmonious and faultless duet. A song by Mr. Austin was the next item, which was appreciated. The last vocal item was reserved for Lieut. R. M. Cross, R.G.A., who created a regular furor am ong the audience with his usual clever skits at the piano. His hearty literally roared with laughter at his remarkable capacity in imitating the singing (or howling, we should say) of his grandfather, eldest sister, youngest brother, and other members of his musical family. Lieut. Cross had to appear five times in order to satisfy the ticklish fancy of the audience.

During the week the (Officers') Amateur Dramatic Company has given a series of performances, on behalf of the Mayor of Portsmouth's Naval Disaster Fund, at the Queen's Hall, Weihsien.

On Tuesday, September 1, the annual sailing race for the Commander-in-Chief's Cup took place. There was a fast breeze and twenty-four boats entered for the race, which was twice round a triangular course (9 miles). The result was:

1. Mr. Kepp, Gunner—H. M. S. Kent—30 ft. cutter.

2. Comdr. Lewis—H. M. S. King Alfred—32 ft. cutter.

3. Lieut. Ormsby—H. M. S. Bafford—36 ft. pinnace.

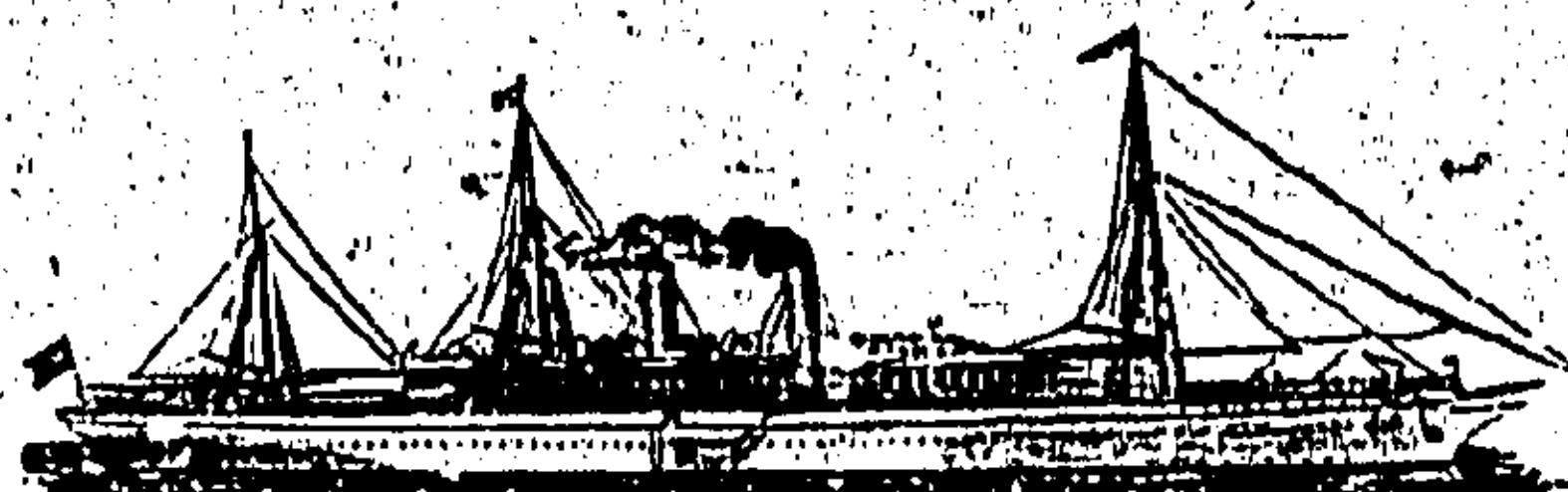
The *Monnaul* completed her light Q.F. tests on Wednesday. With her 12 p. guns she fired 69 rounds and made 32 hits, or an average of 4.36 hits.

Best shot Corpl. Gallant, R. M. L. I., 10 ft. rounds, 7 hits.

The fleet left Weihsien on Thursday afternoon, anchoring outside the harbour to await mails, after the arrival of which the ships will proceed to Port Lazaret, Olga Bay, Vladivostok, Nakhodka and Myana returning to Weihsien about October 6. The destroyer flotilla is proceeding to Nagasaki for general leave, and on its return to Weihsien, many of the crews will proceed to Woosung to meet their relatives who are due at Woosung early in October in H. M. S. *Crescent*.</p

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under 12 Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

2 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

(Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF CHINA"	6,000.....	SATURDAY, Sept. 26th	Oct. 17th
"MONTEAGLE"	6,163.....	SATURDAY, Oct. 3rd	Oct. 27th
"EMPERESS OF INDIA"	6,000.....	SATURDAY, Oct. 17th	Nov. 7th
"EMPERESS OF JAPAN"	6,000.....	SATURDAY, Nov. 7th	Nov. 28th
"EMPERESS OF CHINA"	6,000.....	SATURDAY, Nov. 28th	Dec. 19th
"MONTEAGLE"	6,163.....	SATURDAY, Dec. 12th	Jan. 5th, 1909.

S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.

"EMPERESS" steamships depart from Hongkong at 4 P.M.

S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC, with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy route to Europe.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways..... £40. " " £42.

First-class rates to London include cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. GRADDOCK, General Traffic Agent for China, &c., Corner Pedder Street and Praya, Opposite Blake Pier.

[5]

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For Steamship On

TIENTSIN via TSINGTAU, WEI-CHIANG	CHIPIOSHING*	TUESDAY, 15th Sept., Noon.
HAIWEI and CHEFOO		
SGAPORE, PENANG & CALCUTTA	FOOKSUNG*	TUESDAY, 15th Sept., 1 P.M.
SHANGHAI via SWATOW	CHOYSANG*	WEDNESDAY, 16th Sept., Noon.
MANILA	YUENSANG*	FRIDAY, 18th Sept., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE, KUTSANG*	LOONGSANG*	FRIDAY, 25th Sept., 4 P.M.
& MOI		

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers *Kutsang*, *Nanhai* and *Hoochang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chaofo, Tientsin & Newchwang.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LTD.,
General Managers.

Telephone No. 61, Hongkong, 12th September, 1908.

[10]

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMER	TO SAIL
SAMARANG & SOURABAYA	"LAMINGTON"	15th Sept., Noon.
SHANGHAI	"KUOKHANG"	4 P.M.
MANILA	"TAMING"	15th " "
CEBU & ILOILO	"KAI FONG"	17th " "
NINGPO & SHANGHAI	"YI COHOW"	17th " "
HOIHOW & HAIPHONG	"SINGAN"	18th " 10 A.M.
MANILA, ZAMBOANGA and AUS-TRALIA	"TAIYUAN"	19th Oct., 4 P.M.

MANILA and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Reduced Saloon Fares, Single and Return, to Manila and Australia.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Telephone No. 36, Hongkong, 14th September, 1908.

[13]

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amildships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
RUBI.....	2540	Almond	MANILA	SATURDAY, 19th Sept., at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 26th Sept., at Noon.

For Freight or Passage, apply to

SHEWAN TOME'S & CO.,
GENERAL MANAGERS.

Hongkong, 14th September, 1908.

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM
FOR
Straits, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"MALTA,"

Captain H. Powell, carrying His Majesty's Mails, will be despatched from this for COLOMBO, MARSEILLES and LONDON, on SATURDAY, the 19th September, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *India*, 8,000 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Ship and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed direct by the R.M.S. *Malta*, due in London on 26th October, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

F. J. ABBOTT,
Acting Superintendent,
Hongkong, 9th September, 1908.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAIMUN,"

Captain J. W. Evans, will be despatched for the above Ports, on TUESDAY, the 15th instant, at 12 o'clock P.M.

A reduction of 20% on First Class Fares to Foochow will be made during the Month of September.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO.,
General Managers,
Hongkong, 11th September, 1908.

NORTHERN PACIFIC LINE

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA,

VIA KEELUNG, MOJI, KOBE, YOKKAICHI, SHIMIDUZU AND YOKOHAMA.

Steamer Tons. Captain. Sailing date

Invert..... 4,789...Lloyd On 22nd Sept.

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED,
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Quebec's Buildings.

Hongkong, 14th August, 1908.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG

FOR NEW YORK:

S.S. "SHIMOSA" 10th Oct.

For Freight and further information, apply to

DODWELL & CO., LIMITED,
Agents,
Hongkong, 8th September, 1908.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. H. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine New Steamers have unexcelled

Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey..... 54.

Meals 5.15 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LTD.,

and

SHIU ON S.S. CO., LTD.,

No. 5, Queen's Road West.

Hongkong, 14th Sept. 1908.

Sold by all Agents.

[10]

Shipping—Steamers

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED

SHARE QUOTATIONS.

Supplied by Messrs. E. S. Kadoorie & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS	NO. OF SHARES	VALUE	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT	LAST DIVIDEND	APPROXIMATE RETURN AT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS	
BANKS									
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ \$1,500,000 \$14,000,000 \$250,000 }	\$2,005,774	{ Interim of 5% for first half year @ ex 1/9 - \$21.942 }	5% x	{ \$26 sales London 5/0 }	
National Bank of China, Limited	99,925	\$75	\$6	{ \$4,000 \$150,000 }	\$10,323	\$2 (London 3/0) for 1903	...	\$30	
Marine Insurances									
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$210,000 \$101,500 \$125,000 }	none	\$20 (or 1906)	9%	\$215	
North China Insurance Company, Limited	10,000	\$15	\$5	{ Tls. 10,000 Tls. 48,944 }	Tls. 204,424	Interim of 7/10 ex 2/3 for 1907	6%	Tls. 83 buyers	
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	{ \$5,000,000 \$50,000 \$202,478 \$129,605 \$127,619 \$1,000,000 \$100,000 \$100,000 }	\$2,506,011	{ Final of 5% making \$45 for 1906 and Interim of \$30 for 1907 }	5%	\$765 sales	
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$591,763	\$17 and bonus \$3 for 1906	9%	\$167 sellers		
Fire Insurances									
China Fire Insurance Company, Limited	21,000	\$100	\$10	\$1,724,432	\$6 and bonus \$2 for 1906	8 1/2%	\$93 buyers		
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$428,027	\$27 for 1906	8 1/2%	\$85 buyers		
Shipping									
China and Manli Steamship Company, Limited	30,000	\$25	\$24	\$7,000	\$1 for 1906	...	\$15		
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$250,000	Nil	\$4 for year ending 30.12.07	10 1/2%	\$38	
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$25	\$15	\$507,500	\$17,755	\$1 1/2 for first half-year ending 30.6.8	8 1/2%	\$278 buyers	
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	\$5	\$5	\$14,000	\$13,755	{ 6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$3.154 }	5 1/2%	{ \$35 \$20 }	
Do. (Deferred)	60,000								
Shanghai Tug and Lighter Company, Limited (Preference)	200,000	Tls. 50	Tls. 50	{ Tls. 75,000 \$23,000 \$100,000 }	Tls. 14,510	Interim of Tls. 14 for account 1908	7 1/2%	Tls. 47 sellers	
Do. (No. 10) for a/c 1908	200,000	Tls. 50	Tls. 50	\$63,817	Final of 1/- making 5/- for 1907 and in- term of 1/- (No. 10) for a/c 1908	6 1/2%	Tls. 51 buyers		
"Shell" Transport and Trading Company, Limited	10,000	\$20	\$10	\$68	\$1 for year ending 30.6.8	4 1/2%	\$25		
"Star" Ferry Company, Limited	10,000	\$20	\$5	\$1,240,000	\$0.50	{ 50.50 } for year ending 30.6.8	5 1/2%	\$15	
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 609,455	Tls. 6,869	Final of Tls. 4 making Tls. 5 for 1907	11%	115.45 buyers	
REFINERIES									
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$105,000	Tls. 105,000	...	133		
Luzon Sugar Refining Company, Limited	7,000	\$100	\$200	\$110,000	Tls. 17,142	8 for year	122		
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	\$23,538	Dr. \$279,371	Dr. \$135,131	122		
MINING									
Chinese Engineering and Mining Company, Ltd.	1,000,000	\$1	\$1	\$1,150,000	\$11,556	8 for year	11.10.1	...	
Raub Australian Gold Mining Company, Limited	50,000	\$25	\$25	\$12,289	Dr. £2,191	Dr. \$135,131	11.10.1	...	
DOCKS, WHARVES & GODOWNS									
Penwick (Geo.) & Co., Limited	18,000	\$25	\$15	\$53,601	\$3,726	Final of 5 1/2 making \$3 for 1907	7 1/2%	115.45 buyers	
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$30	\$150,000	\$9,556	Final of 5 1/2 making \$3 for 1907	7 1/2%	349 ss. and b.	
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$30	\$126,856	Tls. 384,87	Interim of \$4 for account 1907	8 1/2%	196	
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	\$126,856	Tls. 607,357	Final of Tls. 4 making 5 for 1907	6 1/2%	Tls. 85	
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	\$126,856	Tls. 75,000	Interim of Tls. 4 for account 1908	10 1/2%	167 sellers	
LANDS, HOTELS & BUILDINGS									
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 25,000	Tls. 6,532	Tls. 6 for 1907	6%	Tls. 10 sales	
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$30,000	Dr. 1/2 o	5/- for year ending 30.6.07	...	\$15 sellers	
Central Stores, Limited	50,153	\$10	\$10	\$250,000	\$10,78	\$5.80 for 1906	...	112 sellers	
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$28,000	\$14,639	Interim of \$3 for account 1908	9 1/2%	77 ex div.	
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$250,000	\$36,915	Interim of \$3 for account 1908	7 1/2%	\$94	
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$250,000	\$4,021	70 cents for 1907	8 1/2%	\$94	
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$158	\$1 for 1907	6 1/2%	\$27	
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,523,045	Tls. 107,547	Interim of Tls. 3 for account 1908	7 1/2%	Tls. 116 sellers	
West Point Building Company, Limited	12,500	\$50	\$50	\$170,000	\$1,541	Interim of \$2 for account 1908	9%	\$46	
COTTON MILLS									
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	\$150,000	Tls. 8,807	Tls. 2 1/2 for year ended 31.10.1907	4 1/2%	Tls. 59 buyers	
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$150,000	\$14,669	50 cents for year ending 31.7.07	4 1/2%	111 sales	
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	\$150,000	Tls. 85,519	Tls. 6 for year ended 30.9.06 (8%)	...	Tls. 64 sellers	
Laon-kung-now Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 6,303	Tls. 8 for 1906	...	Tls. 85 sellers	
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 28,257	Tls. 50 for 1906	...	...	Tls. 241/2 sellers
MISCELLANEOUS									
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,500	\$148	10/- per share for 1907 = \$1,037	9 1/2%	171 sales	
China-Borneo Company, Limited	60,000	\$12	\$12	\$25,000	Nil	\$1.20 for 1907	11 1/2%	510 buyers	
China Light and Power Company, Limited	50,000	\$10	\$10	\$25,000	125,000	60 cents for year ended 28.2.06	...	161 buyers	
Do. Do. special shares	50,000	\$10	\$10	\$25,000	80 cents for 1907	8 1/2%	591	...	
Ghala Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$25,000	\$2,974	\$1.30 for year ending 31.7.07	6 1/2%	\$20	
Dairy Farm Company, Limited	25,000	\$71	\$6	\$25,000	\$5,078	Interim of 40 cents for account 1908	12 1/2%	510 sales	
Green Island Cement Company, Limited	100,000	\$10	\$10	\$25,000	\$251	75 cents for 9 months ending 31.12.07	8 1/2%	52 buyers	
H. Price & Company, Limited	12,000	\$10	\$10	\$25,000	8.97	\$1 for year ending 28.1.08	10%	120 sellers	
Hall & Holt, Limited	21,000	\$20	\$20	\$25,000	\$9,321	1/- and bonus 20 cts. for year ending 29.1.08	7%	517 buyers	
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$25,000	\$4,578	Interim of \$4 for account 1907	8 1/2%	525	
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$25,000	\$18,191	Interim of \$1 for account 1908	8 1/2%	525	
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$25,000	\$17,603	Interim of Tls. 10 for 1907 and quarter	5 1/2%	Tls. 600 sellers	
Maastrichts tot Mijns, Bors. en Landbouwexp. joint in Langkat, Limited	25,000	Ga. 100	Ga. 100	Tls. 27,000	\$7,471	{ 80 cents on fully paid shares and 6 cents on \$1 paid shares for year ending 30.4.08 }	6 1/2%	524	
Peak Tramways Company, Limited	25,000	\$10	\$10	\$25,000	Nil	...	58	...	
Peak Tramways Company (new)	50,000	\$10	\$10	\$25,000	...	...	...	...
Philippine Company, Limited	75,000	\$10	\$10	\$25,000	...	...	...	...
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	\$100,000	Tls. 6,603	Final of Tls. 4 making Tls. 7 for 1907	6 1/2%	Tls. 115 buyers	
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 75,000 }	Tls. 8,493	Final of Tls. 9 making in all Tls. 14 for 1907	15%	Tls. 93 sellers	
Shanghai Waterworks Company, Limited	16,850	\$10	\$10	\$100,000	Tls. 58,832	Final of 5 1/2 making 5 1/2 for 1907	...	Tls. 400 sales	
South China Morning Post, Limited	6,000	\$25	\$25	none	...	...	...	...
Steam Laundry Company, Limited	20,000	\$5	\$5	none	Dr. 490,23	none	...	...
Tienhsia Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000 }	Tls. 201	\$478	40 cents for year ending 31.5.07	4 1/2%	36
Union Waterboat Company, Limited	50,000	\$10	\$10	none	\$111	Tls. 6 for year ending 30.4.07	4 1/2%	Tls. 100	
United Asbestos Oriental Agency,									